

## ROAD TO WASHINGTON A CORDUROID ROUGH SEA

Dr. W. F. Williamson Advocates Another Route From Fredericksburg After Recent Experience.

Dr. W. F. Williamson of Richmond, Va., recently made an auto trip to Washington via Fredericksburg and the "Hartwood-Fairfax Court House route," and he writes that he found the road "just as smooth as a corduroy" and that it is a wavy, rocky country. Dr. Williamson suggests a good road, which is about fourteen miles shorter, only about ten miles of the road between Fredericksburg and Washington being termed "bad." However, a force of men is working the bad spots and the improvement is noticeable. The route suggested as the best by Dr. Williamson, from personal experience, follows:

- Fredericksburg to Washington:
- 0.0—Fredericksburg, Princess Anne Hotel; turn first street to right, going north.
- 1.4—Turn sharp to right across bridge (25c toll) into Plymouth; keep straight till
- 1.5—Turn sharp to right around chapel. (If motorists simply follow good road they will not go wrong. There is an important turn, so follow speedometer.)
- 4.8—Turn to left leaving telegraph line.
- 6.7—Bride over Potomac river, turn sharp to left.
- 9.5—Mountain View. Take left-hand road.
- 11.7—Turn to railroad leaving good road. (Important turn hard to notice.)
- 13.3—Caution: go slow; sharp turn to left half way down hill.
- 13.7—Turn sharp to right.
- 16.2—Turn sharp to right to Garrisonville (gas and oil).
- 17.2—Turn sharp to left on good road. (Dr. Snead's office on right.)
- 22.6—Caution. Here is bad stretch of road where work is going on now. A few small bridges, but all safe.
- 22.8—Caution. Turn to left to avoid hill, impassible in bad weather and bad in good weather. This part is steep, rough and bad at all times, but short.
- 24.4—Take road to left.
- 24.8—Turn sharp to left.
- 25.0—Keep straight, follow telegraph. (By telegraph we mean a telegraph pole with two or more, usually four, cross-pieces at top. There are telephone poles with one or two cross-pieces at top. Don't follow these for telegraph.)
- 26.6—Turn to right.
- 26.7—Turn sharp to left, then through Pamunkey and good road.
- 27.0—Turn sharp to right; cross bridge.
- 28.0—Turn sharp to left, leaving good road.
- 32.0—Straight ahead; follow telegraph line.
- 33.3—Cross stream and turn to left.
- 36.3—Turn sharp to right.
- 37.0—Turn sharp to left.
- 37.7—Occoquan (gas and oil).
- 37.8—Turn sharp to left; one block and again to left.
- 38.0—Cross steel bridge over Occoquan river.
- 39.0—Follow telegraph (middle road).
- 41.3—Straight ahead; cross railroad to Leona station.
- 50.6—Cross railroad tracks.
- 52.4—Turn to left into Alexandria, bearing to right down King street to Washington street.
- 54.1—Turn to left, out Washington street, north, to garage midway square (gas and oil).
- 54.5—Cross railroad tracks.
- 55.2—Turn to left, cross bridge over Potomac river, bridge yard, turn sharp to right (left road takes you to Arlington, Fort Myer, wireless towers, and Aqueduct bridge into Georgetown).
- 59.1—Cross Highway bridge over Potomac river into Washington; speedway to right and left of main road or street.
- 60.1—Thirteenth street, bear to left.
- 61.0—Thirteenth street and Pennsylvania avenue, Washington, D. C.

### SALES OF KINGS AND PULLMANS

William P. Barnhart & Co. Report Recent Deliveries.

William P. Barnhart & Co. report the following recent deliveries of King and Pullman cars:

1916 King: eight deliveries—Mr. Fred McKee, Mr. Paul Powers, Mr. E. Greenberg, Mr. C. B. Streng, Mr. A. R. Wolfstrang.

1916 King: four deliveries—Dr. N. R. Jenner, Mr. E. C. Jones.

1916 Pullman deliveries—Mr. E. A. Stevens, Mr. Ed Hammond, Mr. H. S. Armacost, Mr. A. S. Chancellor, Mr. William C. Whitmore, Mr. J. A. McGalliard, Mr. E. A. Ankeny, Mr. H. H. Johnson, Mr. W. C. Ramage.

William P. Barnhart & Co. is at the Pullman factory hurrying on 1916 Pullman cars to their various subdealers and for local delivery.

### Six Franklin Cars Sold.

Six Franklin cars were sold and delivered last week. The purchasers were M. E. Meyers, 6-20 touring; N. D. Ludlum, 6-30 touring; Dr. W. B. McKnight, 6-30 roadster; W. F. Lintz, Norfolk, Va., 6-30 touring; W. T. Taylor, Charlottesville, Va., 6-30 touring; and J. V. Binkford, Hampton, Va., 6-30 touring.

## AUTOMOBILES

**Packard**

The Luttrell Co., Tel. West 955.  
Service Station, 1214 N. H. Ave. N.W.

**Oldsmobile & Waverley**

Acme Red Letter Tires & Tubes

**Pollock Car Corporation**

Tel. M. 7837-8. 1018 Conn. Ave.

**The Detroit Electric**

1407 H Street. Phone Main 7085.

**UNION GARAGE**

G St. Bet. 6th and 7th Sts. N.W.

"Any Service, Any Place, Any Minute."

C. WALTER HOOVER, MGR.

Tel. Main 5554.

**Maxwell "25"**

H. B. LEAHY, JR., Agent.

Tel. N. 4454. 1521-23 14th St. N.W.

**CYLINDER CADILLAC**

BAKER ELECTRICS

THE COOK & STODDARD CO.

1139-40 Conn. Ave. Phone N. 7816.

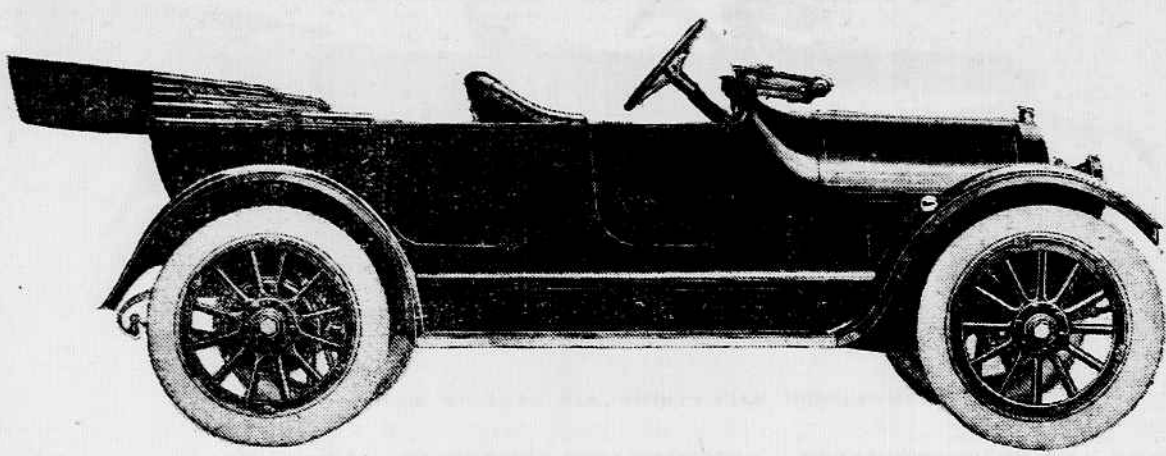
King Eight, \$1,350.

Pullman, \$740.

W. F. BARNHART & CO.,

Tel. North 354. 1707-9 14th St. N.W.

## 1916. MODEL 83. OVERLAND.



FIVE-PASSENGER TOURING CAR, THIRTY-FIVE HORSEPOWER.

## INCREASED HORSEPOWER OF MODERN MOTOR CARS

Some Striking Uses to Which Your Engine Can Be Put in Case of Emergencies.

The reason why travelers on the highways a century ago preferred six horses harnessed to their coaches was due to the exceedingly heavy condition of the highways at that time, and not to any particular reason of ostentation. It is owing, therefore, to the vast road improvements in highway construction that the subsequent reduction in horsepower necessary for propulsion is to be attributed.

At the same time, however, it is interesting to reflect that this decrease, owing to improved highways in the last century, has been followed by a great rise in mechanical horsepower during the first part of this century, though the roads are now in an even better condition than ever before. This rise is due to speeds having increased to such a point that the mere motion through the air causes an amount of resistance even greater than that offered by the roads themselves.

But the drop in the number of horses from six to two has been followed in these days of motor transport to a rise of not less than ten horsepower for each ton of car weight. This power, however, is of a more refined character, and may not safely be put to onerous work; carriage horses are not suitable for farming, nor are automobile engines constructed to work continuously at maximum lead. Nevertheless, the motor vehicle is the harder of the two, and there are a number of occasional uses to which it could be put with some considerable advantage.

Some of the most striking uses of what has already been found to be possible is that of emergency arising through breakdown in a small machine shop, where a motor engine can be properly connected up by a belt line and the shop machinery started again. Another use is in fire emergencies.

Many country houses are not equipped with their own fire engines, but rely on the public brigades some miles away. It takes time for these firemen to get to the spot, with their apparatus, and as there is no water under pressure available it is a very real help to jack up one of the rear wheels, remove the tire and drive a small rotary pump by means of a rope. A few fire drills would show the quickest way of effecting the operation.

### Luther Strobel in New Berth.

Luther Strobel, formerly manager of the 14th street Ford agency, has joined the sales force of the Record Auto Supply and Service Company.

### UNIONTOWN HILL CLIMBING.

Contest Evidences Rapid Development of Automobile Engineering.

Evidence of the amazing development of automobile engineering as applied to low-priced cars was furnished in the recent hill climb at Uniontown, Pa. Here a Saxon "Six" took second place in the "230-inch class," defeating cars of higher price and greater piston displacement. The Saxon had the smallest piston displacement of any car in the race.

The winner's time for the climb up Summit mountain was 3 minutes 50 seconds, setting a new record for the hill. The Saxon "Six" shot up the steep grade in 4 minutes 4 seconds. Buick was third and Maxwell fourth. Ralph de Palma, winner of the 300-mile international sweepstakes at Indianapolis, driving an imported Hispano Suiza, had to be content with fifth place. Morse cycle car was sixth.

The Summit mountain course is one of the most famous and difficult hill climbs in the country. It is three miles long, very steep, and has many abrupt and dangerous turns. For years this course has been used for testing out motor cars. In fact, since the beginning of American automobile building some of the most famous cars have had their hill-climbing ability proved on the Uniontown hill.

Until the present development of six-cylinder cars hardly any car could make this grade on high gear. Even the big high-priced "fours" had difficulty.

### CIGAR AS TONGUE PROTECTOR.

Oldfield, Having Suffered Once,

Takes Precautions in All Races.

Why does Barney Oldfield always have a cigar in his mouth when he drives in a race? This question is often heard in the stands, but Oldfield does not do this for effect, he does it for protection alone. Several years ago, when Barney was making a reputation for daring and showing his ability to bust fences, he bit his tongue in one of the smash-ups, which greatly inconvenienced him for some weeks.

After he got out of the hospital Barney hit upon the stunt of keeping a cigar between his teeth during a race, and while he has been in many bad smash-ups and had several narrow escapes since he adopted the nicotine speech insurance, he has always been able to talk for himself immediately after the accident.

### Eight Hudson Cars Sold in Week.

Eight sales last week of the Hudson car were reported. The purchasers and their models are H. C. Borden, 6-40 touring car; Charles Ames, 6-40 touring; J. McCarron, 6-40 touring; F. W. Gwathmey, roadster; J. M. Huff, 6-40 touring; Melvin Schosberg, 6-40 touring; Maurice Schosberg, 6-40 touring; W. Radcliffe, Cabriolet.

## TRANSCONTINENTAL TRIP SCHEDULE ARRANGED

Motor Cycles Will Start From This City on Monday on First Leg of Long Relay.

A complete schedule for the transcontinental motor cycle relay that will start from this city Monday, July 19, has been sent out from the Chicago office of John L. Donovan, chairman of the committee in charge of the affair. This schedule states the exact time allotted to each of the forty-four teams that will handle the message of President Wilson between this city and San Francisco. The message is scheduled to arrive at the exposition grounds at 5 p.m. Saturday, July 24, after having

## The 1916 Argo

Is on the Way to Washington via Express

The Cars Will Be on Our Salesroom Floor Tuesday

Several Important Improvements Have Been Made in the

## 1916 ARGO

It Is Larger,

It Has Standard Tread,

It Is Made in

Touring and Roadster Models

Roadster, \$385.00

Touring Car, \$435.00

F. O. B. Factory

F. O. B. Factory

Demonstration Begins Wednesday.

## Smith Motor Sales Co.,

2017 14th Street N.W.

Tel. North 5461

Some Good Territory Open for Dealers in Md., Va. & W. Va.

## AUTOISTS WOULD KEEP UP THE OLD NATIONAL PIKE

Maryland and Pennsylvania Unite in Movement for Maintenance of Road.

Special Dispatch to The Star.

FROSTBURG, Md., July 17.—To further the movement for maintenance of the old national pike, Maryland and Pennsylvania automobilists will meet at Summit House, on the national pike near Uniontown, Pa., forty-two miles northwest of Frostburg, Thursday, July 29.

W. E. G. Hitchens of Frostburg, former road director of Allegany county, has been asked to attend this meeting by B. F. Mevay, Jr., president of the Washington (Pa.) Automobile Club. President Harvey says the support of the Automobile Club of Uniontown and the Automobile Club of Brownsville has already been obtained, and the

Governors of Maryland, Pennsylvania and West Virginia are to be invited to be present.

### Road Being Improved.

"The work of improving the pike is now going on," President Mevay wrote, "and there will soon be four gangs working in this county. One gang has already put down about a mile of water-bound macadam about six miles east of here. They are oiling the road and, I understand, are to put on a patrol, so that when a hole comes into the road it will be repaired immediately."

State Highway Commissioner Cunningham of Pennsylvania, Deputy Highway Commissioner Joseph Hunter and Chief Engineer W. D. Uhler passed through here, accompanied by Lee Downey, resident engineer of the state roads commission of Maryland. They consulted with Mr. Hitchens, stating that rapid progress was being made in the interest of good roads.

They were making an inspection of the national pike. Commissioner Cunningham's inspection section of the thoroughfare in Pennsylvania was being made model road, and that \$100,000 will be spent on it this year.

### Maryland Highway System.

The entire main highway system in Maryland between Ocean City in

Worcester county to Oakland in Garrett county, on the crest of the Alleghenies, will have been completed by the middle of August, with the exception of a strip about a mile and a half long on top of the mountain west of Hancock. This they expect to close by the latter part of October.

Chief Engineer Uhler stated that by the end of the present working year the national pike in Pennsylvania will be much improved in surface and body. The Pennsylvania officials have been studying the methods employed by the Maryland commission in improving the pike.

### Two Chandler Sales Reported.

The sale of two seven-passenger Chandler touring cars was reported last week. The purchasers were George E. Walker and F. W. Loetsch.

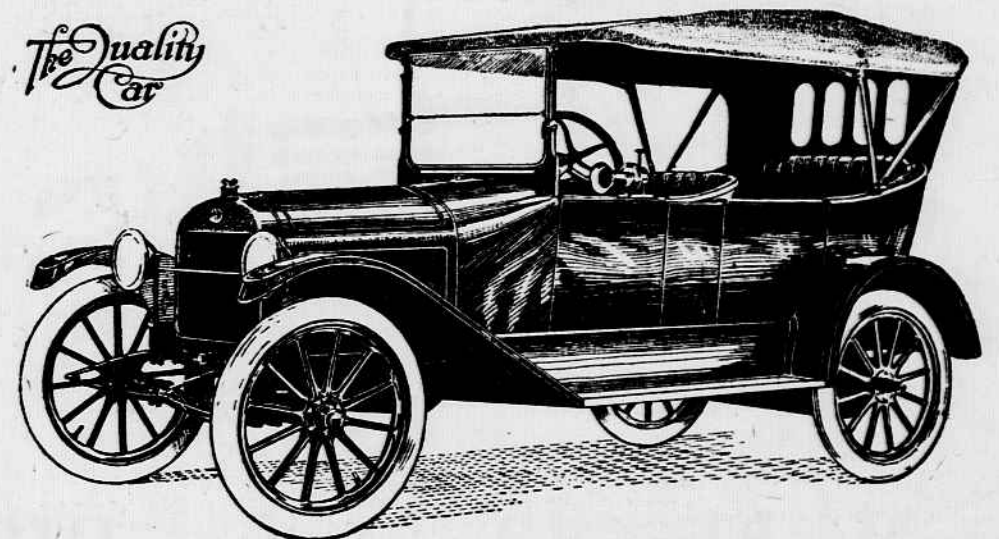
### Argo Creates Interest.

Due to the interest that has been shown since the Argo announcement of their new model, they have had their first cars shipped by express. Argo roadsters have been delivered the past week to J. P. Pannell and Gilbert Giese.

If wise you'll not poke a hornet's nest to see what there is in it.

# 1916 MODEL METZ "TWENTY-FIVE"

Unsurpassed for Reliability in Road Performance,  
Distinctive for Its Grace and Beauty of Design



## Why You Should Buy A METZ "25"

\$600 COMPLETELY EQUIPPED

Including  
Electric Starter and Electric Lights

YOU should buy a METZ because, naturally, you are looking for the greatest value for your money—and the METZ delivers it. You should buy a METZ because of its supreme mechanical efficiency, its remarkable hill-climbing ability, the completeness and high quality of its equipment, its economy and simplicity in operation and its absolute freedom from gear and clutch trouble.

All these reasons are prominent features of the new METZ Touring Car shown above. Taken in conjunction with its superior road work under all conditions, its handsome appearance and its attractive price, they combine to produce a car that represents extraordinary value.

## YOU WILL TAKE PRIDE IN DRIVING THIS CAR

This 1916 Model embodies the charming refinements and all the leading improvements in construction and equipment that are so necessary to real comfort and pleasure in motoring.

In addition to electric starter and electric lights, equipment includes rain vision built-in wind shield, instant one-man top, 25 h. p. water cooled motor, large wheels and tires, speedometer, built-in gasoline gauge, automatic signal horn and other up-to-date accessories.

It is a delightfully easy-riding car, with luxuriously upholstered and deep-cushioned seats, and shows the highest class of workmanship in every detail of design and finish.

Its fiber grip gearless transmission, which provides seven speeds forward, and has no gears to strip and no clutch to slip, makes the car so simple to operate that a woman can safely drive it.

Call and inspect this new model, let us demonstrate it to you. New illustrated Catalog mailed on request.

METZ COMPANY, WALTHAM, MASS.

LOCAL REPRESENTATIVES

CARTERCAR SALES COMPANY,

1333 Fourteenth St. N.W., Washington, D. C.

Phone N. 1302

# 1916 Studebaker Cars

40 Horse Power

FOUR

7-PASSENGER

\$885

F. O. B. DETROIT.

—the BEST value in 4-cylinder cars ever offered.

—has 40-45 h. p.

—has 112-inch wheelbase.

—carries 7 passengers in COMFORT.

—upholstered with finest, genuine, hand-buffed leather.

—MORE POWER

—MORE ROOM

—MORE QUALITY

and

Lower Prices

—not "little cars" built for a price, but

QUALITY cars, built with the sole object of making them as good as cars can be made—and priced LOW solely because Studebaker's resources and manufacturing experience make possible economies in the manufacturing that few other makers can approach.

50 Horse Power

SIX

7-PASSENGER

\$1050

F. O. B. DETROIT.

—the most powerful SIX for its weight.

—develops 50-55 h. p.

—increased to 122-inch wheelbase.

—full-sized, 7-passenger body.

—the ONLY big Six on the market of high quality at a reasonable price.

The 1916 Studebaker Cars are the Best Values on the market today. We make no exceptions. And we make no qualifications. We are not saying that they are the best at less than such-and-such a price. But we are saying that they are the best values at any price. That they give more for each dollar you pay. That they give you quality in every detail. And all we want is the opportunity to show you the cars. The cars will do all the talking that's necessary.

### Other Studebaker Prices

Roadster, 4-passenger . . . \$ 850

London-Roadster, 2-passenger . . . 1185

Coupe, 4-passenger . . . 1550

Limousine, 2-passenger . . . 2250

Prices are F. O. B. Detroit.

## STUDEBAKER

South Bend, Ind. Walkerville, Ont. Detroit, Mich.

ADDRESS ALL CORRESPONDENCE TO DETROIT

Come in today, or send for catalog illustrating all models and giving full specifications

The Commercial Auto and Supply Co., Inc.

817-819 Fourteenth St. N.W.

Phone Main 2174

Open Evenings

N. P. No. 12